

List of meeting materials

Phase 2 Working Group Meeting #2

July 29, 2019, 6:00 pm
Cape Henlopen High School
1250 Kings Highway
Lewes, DE 19958

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Agenda

Phase 2 Working Group Meeting #2

July 29, 2019, 6:00 pm
Cape Henlopen High School
1250 Kings Highway
Lewes, DE 19958

1. Introduction
 - Welcome
 - Summary of notebook materials
 - Approval of April 29, 2019 meeting minutes
2. Overview of DeIDOT's project development process
3. Phase 2 implementation status
4. Public comment
5. Adjourn



Phase 2 Working Group Meeting #2

July 29, 2019



**Regional
Systems
Planning**



Agenda

- **Introduction**
 - Welcome
 - Summary of notebook materials
 - Approval of April 29, 2019 minutes
- **Overview of DeIDOT's project development process**
- **Phase 2 implementation status**
- **Public comment**



Introduction

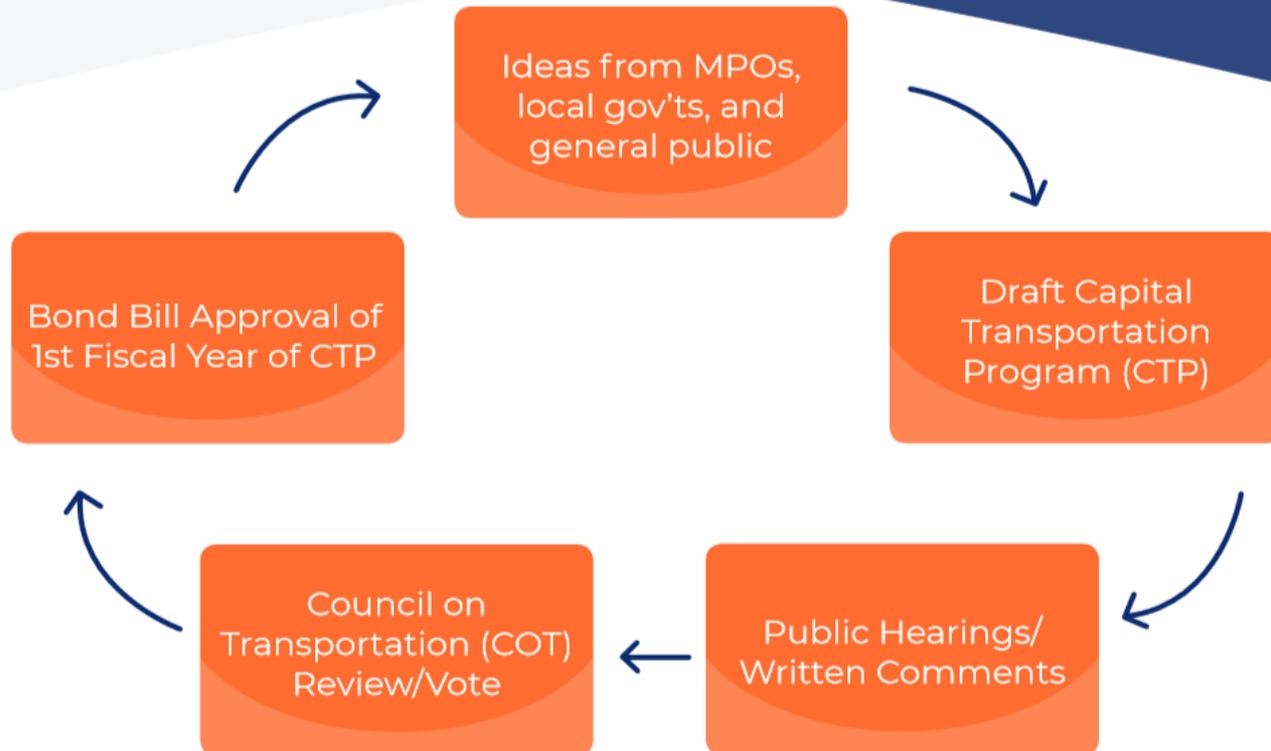
- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of April 29 Working Group meeting
 - List of upcoming meetings (new schedule)
 - Public comments received
 - Updated implementation plan
- **Approval of April 29, 2019 meeting minutes**



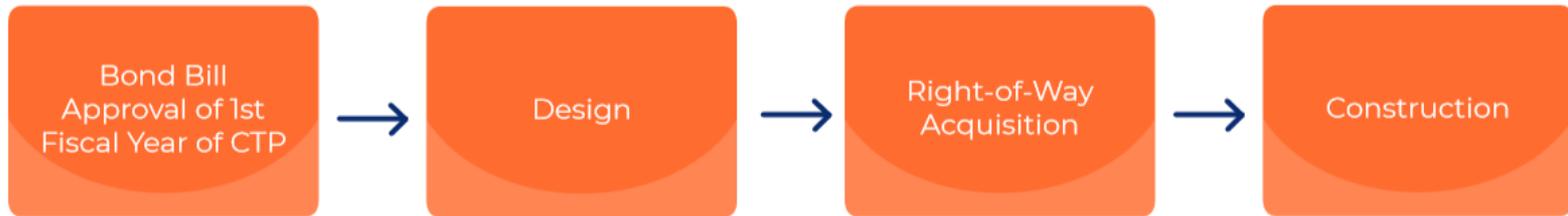
Project Development Process

DeIDOT

Capital Transportation Program Process



Project Development Process



Phase 2 Implementation Plan Update

FIVE POINTS TRANSPORTATION STUDY RECOMMENDATIONS

Legend for project internal review:
 January 5, 2023

Category	ID	Priority	SR Area (SR No.)	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study ID#	Study type	Start year	End year	Est. cost (\$ mil)	Status	Remarks (links)	
A	1	N/A	25	Review the need for grade separation or restricting crossing between vehicles and cross before addressing separate site plan	MDOT - FPO South		0000	S	*	N/A	N/A	N/A	A memorandum concerning this effort can be found at Link	
A	7	N/A	42	Review high-traffic connection to Route 2 as part of the Milton Corridor Road grade separation project	MDOT - FPO South		0000	S	*	05	**	0.0	COMPLETE	This connection is now part of the project. Project information can be found at https://www.delaware.gov/transportation/projects/US104MiltonCorridor
A	8	N/A	53	Study the feasibility of increasing the proposed Route 20 bypass of Millboro from one lane in each direction to two lanes in each direction	MDOT - FPO South		0000	S	**	0000	**	0.0	COMPLETE	This effort was completed as part of the US 133 Millboro South Area Improvement (SIA). A memorandum can be found at Link and the SIA before ground. A memorandum concerning study problems for the Route 20 bypass can be found at Link
A	4	N/A	34	Study options for change to direct separation traffic, in both east- and west-facing driving areas, under the Wilson Bridge	MDOT - FPO South		0000	S	*	0000	0000	0.0	IN PROGRESS	High and additional study of the Milton Corridor project. Documentation of agency will be available when work that plans are completed and the public will have the opportunity to comment. See A-2 above for a link to project information.
A	5	N/A	35	Study one-way street needs as part of the Milton Corridor Road grade separation project	MDOT - FPO South		0000	S	*	05	**	0.0	COMPLETE	See https://www.delaware.gov/transportation/projects/US104MiltonCorridor
A	4	N/A	80	Study the feasibility of extending the eastbound exit ramp of Route 20 to the Lee Creek	MDOT - FPO South		0000	S	*	0000	**	0.0	COMPLETE	The current project design of which is working conditions within the four-lane section on SR 20 in a part area of Mason Middle School. Relating to the new lane from through from each direction plus a center left-turn lane will extend to the Lee Creek bridge.
A	7	N/A	80	Study the feasibility of adding or adding through lanes of Portersville Road from Route 20 to the Lee Creek Road and other lanes	MDOT - FPO South/Planning		0000	S	*	0000	**	0.0	IN PROGRESS	Coordinate with E-2 and E-3.
A	8	Y	84	Study the feasibility of planning for interconnections to the new development area and related to existing infrastructure	Sevier County	MDOT	0000	S	*	N/A	N/A	N/A	2023	Addressed in the County's comprehensive plan and currently required for conceptual studies. Implementation for residential developments will be considered.
B	3	Y	86	Coordinate with the Development Coordination Manual that requires additional infrastructure for all new developments for future road expansion	Sevier County	MDOT	0000	S	*	N/A	N/A	N/A	2023	Addressed in the County's 2023 comprehensive plan update, more work is needed.
B	3	Y	4	Study the feasibility and anticipated effectiveness of high-traffic bypass routing, address to commercial district along the public corridor the Route 2 corridor between James and James Road to use Route 20, Route 2, Route 10, and other bypass routes	MDOT - Traffic	Private partners such as B&B	0000	S	*	05	**	0.0	Priority recommendation for 2023	Additional agency will be included as coordinated SR 20 of Thompsonville Road to identify regional destinations and strategies. Workflows proposed for 2023.
B	4	Y	91	Review specific agency need needed for transportation improvements and design needed for the new development area and related to existing infrastructure	General Assembly	MDOT	0000	S	**	N/A	N/A	N/A	COMPLETE	New advance regulatory regulations were approved in 2022. New planning guidelines will be available.
B	3	Y	100	Study the feasibility of providing for ADA's driveway between Route 2 and the proposed development	MDOT - Planning	MDOT - Road Status, property owners	0000	S	*	05	**	0.0	Priority recommendation for 2023	
B	6	Y	14	Coordinate with the comprehensive plan	Sevier County		0000	S	*	N/A	N/A	N/A	Implementation	

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78 recommendations

Recommendations to be implemented under current DeIDOT projects or initiatives (7 recommendations)

Implement policies and procedures to make the area more efficient, sustainable and beautiful (8 priorities out of 27 recommendations)

Make the most of existing roadway infrastructure (8 priorities out of 20 recommendations)

Make walking, bicycling, and transit more viable as alternatives to driving (5 priorities out of 15 recommendations)

Invest in new infrastructure to support anticipated growth (3 priorities out of 9 recommendations)

Previous status (as of April 2019)

9

21 of 78 recommendations in progress or completed

- 7 of 7 in Category A – to be addressed by current DeIDOT projects or initiatives
- 7 of 27 in Category B – policies and procedures
- 6 of 20 in Category C – make the most of existing infrastructure
- 1 of 15 in Category D – bicycle, pedestrian, transit
- 0 of 9 in Category E – major infrastructure improvements

Current status (as of July 2019)

10

32 of 78 recommendations in progress or completed, an increase of 11

- 10 recommendations changed from “Priority for 2019” to “In Progress”
- 1 recommendation changed from “Longer-term” to “In Progress”
- DeIDOT has taken action on 10 of the 15 recommendations listed as “Priority for 2019”

Category A

11

being addressed by current DeIDOT projects and initiatives

Number of recommendations by status

Status	April 2019	July 2019	Change
COMPLETE	5	4	A-1 changed from COMPLETE to IN PROGRESS
IN PROGRESS	2	3	
Total A	7	7	

Category A progress

12

- **A-1 – Review need for grade separating or restricting crossings before eliminating signals**
 - Studies are being conducted to develop a plan for unsignalized crossovers. This is an ongoing effort.
- **A-7 – Feasibility of widening or adding through lanes on Plantation Road from Rt. 24 to Postal Lane**
 - Being considered as part of the Henlopen TID study (more on this effort at a future meeting)
 - Current Plantation Road project will widen the road as far south as Robinsonville Road



Category B

Policies and procedures

13

Number of recommendations by status

Status	April 2019	July 2019	Change	
COMPLETE	2	3	+ 1	B-3
IN PROGRESS	5	6	+ 1	B-5
Priority for 2019	4	2		
Longer-term	16	16	-	
Total B	27	27		

Category B progress

14

- **B-3 – Complete**
 - An additional sign was installed on SB Route 1 south of Thompsonville Road to identify municipal destinations and distances



Category B progress

15

- **B-5 – In progress**

- DeIDOT is reviewing potential options for converting Arby's driveway to public use
- May provide an opportunity for interconnections to new development (B-1)
- May provide an opportunity for potential connections between businesses and access management on Route 1 (C-12)

Category B progress

16

- **B-7 – In progress: Continue TID studies both east and west of Route 1**
 - The Henlopen TID study (west of Route 1) future year traffic analysis and identification of improvements is finishing up and is expected to be reviewed with County staff this fall.
 - The Henlopen TID study has performed traffic analysis related to several of the Working Group recommendations.
 - Discussions regarding the Lewes TID (east side of Route 1) are pending completion of the New Road Master Plan.



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Category B progress

B-13 – In progress: Study alternatives to both meter and slow southbound traffic approaching Five Points

- Pavement markings were installed on southbound Route 1 approaching Nassau Bridge
- Performance of pavement markings will be evaluated; if additional measures are needed, they will be considered



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Category C

Make the most of existing roadway infrastructure

Number of recommendations by status

Status	April 2019	July 2019	Change	
COMPLETE	1	1	-	
IN PROGRESS	5	10	+ 5	C-1, C-7, C-8, C-19, C-20
Priority for 2019	4	0		
Longer-term	10	9		
Total C	20	20		



Category C progress

19

- **C-1 – Study to widen US 9**
 - Being considered by the Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard
 - DelDOT will initiate a planning study for this effort
 - A project is proposed in the FY 21 – 26 CTP
- **C-2 – Study at Route 9 and Minos Conaway Road**
 - Study completed
 - Recommendation is to add right turn lane on Minos Conaway Road and keep stop sign control
 - A project is proposed in the FY 21 – 26 CTP
- **C-3 – Initiate project at Old Landing and Warrington Road**
 - A project is proposed in the FY 21 – 26 CTP



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Category C progress

20

- **C-7 – Study improvements for Minos Conaway Road**
 - Curve compliance study completed; signs installed
 - Preliminary concept is being considered as part of the Henlopen TID study



Category C progress

21

- **C-8 – Feasibility of two-way left turn lane on Savannah Road**
 - Study in progress, goal to complete study this summer
- **C-19 – Feasibility of all-way stop at Beaver Dam & Kendale Road**
 - Being considered by the Henlopen TID study
- **C-20 – Feasibility of replacing HAWK signal with full signal at Holland Glade Road**
 - DeIDOT is studying how this could be implemented in conjunction with development activity



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Category D

Walking, bicycling, and transit

22

Number of recommendations by status

Status	April 2019	July 2019	Change	
COMPLETE	0	0	-	
IN PROGRESS	1	3	+ 2	D-4, D-14
Priority for 2019	5	3		
Longer-term	9	9		
Total D	15	15		



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Category D progress

23

- **D-4 – Develop concepts and estimates for filling sidewalk gaps on New Road and Old Orchard Road**
 - Portions will be built by current CTP projects
 - Portions will be built by developer projects
 - Remaining gaps to be identified by New Road Master Plan
- **D-14 – Feasibility of markings/signing to increase bicyclist comfort at Dartmouth Drive**
 - Bike box designed, but will be tried elsewhere first
 - Bicyclists to cross Route 1 with pedestrian signal
 - Kings Highway CTP project will consider additional safety measures

Category E

New infrastructure

Number of recommendations by status

Status	April 2019	July 2019	Change	
COMPLETE	0	0	-	
IN PROGRESS	0	2	+ 2	E-2, E-3
Priority for 2019	2	0		
Longer-term	7	7		
Total E	9	9		

- **E-2 – Evaluate benefits, costs, impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to US 9**
 - Idea is being considered as part of the Henlopen TID study
 - DeIDOT will initiate a planning study for this effort
- **E-3 – Develop a plan for grid road patterns**
 - Idea is being considered as part of the Henlopen TID study



Phase 2 implementation plan

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- **Next steps**

- Continue work on 2019 priorities
- Provide email progress updates in August and September
- Convene the Working Group on October 28



Phase 2 implementation plan

27

- **Looking ahead to 2020**
 - Convene the Working Group in January, April, July, and October
 - Prepare the first annual report, showing progress made in 2019, in early 2020
 - Hold the first annual Phase 2 public workshop in spring 2020



Public comment

28



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FIVE POINTS
TRANSPORTATION STUDY

Thank you for your participation!

29

Next meeting

Monday, October 28, 2019

6:00 pm

Beacon Middle School

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

jennifer.cinelli@delaware.gov

302.760.2549



DRAFT



Meeting Minutes

Phase 2 Working Group Meeting #1

April 29, 2019, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway, Lewes, DE 19958

Members present:

I.G. Burton
Greg Christmas
Robert Fischer
Dennis Forney
Scott Green
Rev. Wendell A. Hall, Sr.
Doug Hudson
DJ Hughes
Carole Kohr
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Peter Schwartzkopf
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

Members absent:

Christian Hudson
Kim Hoey Stevenson
Rep. Steve Smyk
Helen Truitt

There were 56 members of the public in attendance. Names of those who signed in are listed at the end of these notes.

The meeting began with a quorum of 16 Working Group members present. Andrew Bing began by addressing the public. Andrew reminded everyone that the meeting is designed for the Working Group members. The public can observe and will have the opportunity to comment at the end of the meeting. He then introduced Secretary Jennifer Cohan for opening remarks.

Secretary Cohan thanked working group members for the great job they did coming up with 78 recommendations in Phase 1 and welcomed the new members



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for Phase 2. DeIDOT is serious about implementation and the DeIDOT team knows this is a top priority. Tonight, the Working Group will hear some of the steps being taken toward implementation. She noted DeIDOT received approval to purchase the Best property, which will allow some immediate improvements to the intersection and preserves what's needed for the long-term solution. She emphasized that Five Points progress couldn't happen without the strong partnership the State and County have forged.

Sussex County Administrator Todd Lawson welcomed everyone and thanked the Secretary and the DeIDOT team for the new level of collaboration. The County's team is ready to engage in Phase 2 and he looks forward to seeing projects come to fruition.

The Working Group members gave self-introductions. Four new members were present. Doug Hudson is a member of Sussex County Council for District 4. Carole Kohr is a resident of Five Points and is on the board of directors of the property owner's association. Greg Christmas is owner of Beach Time Distilling located at Nassau and New Roads. Reverend Wendell A. Hall, Sr. grew up on Jimtown Road and is pastor of a church in New Castle.

Andrew summarized the contents of the meeting packet that was provided to the members of the Working Group. He described the role of the Working Group: to attend meetings and participate actively, to talk with members of their community so they can present others' views as well as their own, and to provide feedback and input.

Andrew noted that the accomplishments of Phase 1 took a lot of hard work but that Phase 2 has the potential to be equally difficult. There are many stages to implement a project and at any stage some individual or group may raise objections. The Working Group needs to continue to be involved in order to provide feedback and work to overcome hurdles to implementation of their Phase 1 recommendations.

Jeff Riegner provided a recap of the Phase 1 results and prioritization. The process involved ten Working Group meetings and two public workshops over a period of eleven months. The resulting 78 recommendations fall into five categories:

- Seven recommendations that are incorporated into existing DeIDOT projects,
- 27 recommendations to “implement policies and procedures to make the area more efficient, sustainable and beautiful”
- 20 recommendations to “make the most of existing roadway infrastructure”



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- 15 recommendations to “make walking, bicycling, and transit more viable as alternatives to driving”
- Nine recommendations to “invest in new infrastructure to support anticipated growth”.

The Working Group prioritized approximately one third of the recommendations in each category. Jeff Riegner described the implementation actions being undertaken in each category. More detail is in the copy of the presentation slides in the meeting packet. All of the information is on the DeIDOT project website at 5points.deldot.gov.

Many of the problems will take a long time to solve. DeIDOT looked at which of the Working Group’s priorities they could address in the short term and which of them they could reasonably get started this year. 36 of the 78 recommendations will have some progress this year. Secretary Cohan made the commitment that DeIDOT and the County will start to act on Working Group recommendations and will report on progress.

Matt Buckley of WRA provided a summary of activities for traffic operations and safety on Route 1. In response to concerns expressed by members of the Working Group in Phase 1, DeIDOT conducted a study of crashes at unsignalized intersections and median crossovers on Route 1 between Primehook Road/Sylvan Acres and Tulip Drive/Slipper Shell Way. The study led to recommendations for short term improvements at nine locations, described in the meeting packet.

Andrew invited comments and questions from the Working Group.

DJ Hughes said the removal of the signal at Route 16 should be delayed until the Cave Neck Road grade separation is done. In his opinion angle crashes will get worse if the projects are not re-prioritized.

Matt responded that a thorough study of gaps performed in Summer of 2017 concluded the effect of the Route 16 signal on gaps and speed disappears south of Hudson Road. DJ respectfully disagreed with the results of the study.

Bob Fischer asked how far traffic will back up from Five Points when the Route 16 signal is removed. He asked for the predicted maximum queue at 10 am on a summer Saturday when inflow to Five Points is at its maximum. The DeIDOT team has that information and will look it up and provide it to the Working Group.

DJ said he documented actual queues from Five Points. The stopped queue reaches Nassau Road and queue impacts go back to Cave Neck Road.



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I.G. Burton asked whether DeIDOT was going to revisit the sequence of projects and said it does not make sense to take the Route 16 signal out while Cave Neck Road is still underway.

Drew Boyce, DeIDOT Director of Planning, responded. Under the 6-Year Capital Transportation Program, Route 1 and Route 16 is funded in advance of Minos Conaway Road. The gap study was performed in response to DJ's comments. As of now, the existing project sequence remains. Transferring funding from SR 1/SR 16 to Minos Conaway or Cave Neck Road won't advance those projects in time at all, because Minos Conaway is in preliminary design and Cave Neck Road is farther behind that in the implementation process.

Todd Lawson asked about the timing of implementations of the short-term safety projects. Matt replied that three locations -- Route 5, Oyster Rocks Road and Hudson Road -- are currently in design on an accelerated schedule and expected to be included in the next County-wide open-end construction project, possibly under construction in late fall.

Andrew stated that spot decisions will not be made at this meeting but acknowledged the Working Group's comments.

Matt Buckley described a bike box that DeIDOT will be implementing before Memorial Day on westbound Dartmouth Drive at Route 1 in response to a Working Group recommendation of an idea proposed by the public (D-14). The project involves pavement markings and signing.

Rep. Schwartzkopf, Doug Hudson, and Gail Van Gilder expressed concern over safety of the bike box because of the behavior of drivers. Matt Buckley stated that less experienced bicyclists have the option of using the crosswalk, and that driver compliance will be monitored.

Ann Marie Townshend asked whether B-1 (Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation) wasn't already required. The answer is that it is not; it is in the works.

DJ Hughes asked whether any traffic signal was warranted in conjunction with the Minos Conaway project. The project team will find out and respond.

Bob Fischer would like to assist DeIDOT more with traffic operations improvements, and asked whether there is a standing committee he could participate in.



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DJ Hughes had to leave the meeting early.

Gail Van Gilder asked what is being done to make a grid network happen. Developers don't want roads going through their development, and we end up with cul-de-sacs and closed developments without grid patterns. It needs to be part of the approval process. If developments continue to get approved without it, there will never be any. Josh Thomas responded that DeIDOT in partnership with the County is putting a lot of thought into how this network can be planned and implemented. DeIDOT is currently working with the County on a Transportation Investment District (TID).

Bob Fischer and Ann Marie Townshend commented that any Homeowners Association that is responsible for maintaining roads will reject adding through traffic. Subdivision streets aren't designed as through streets. Advance thought is needed on which streets should be through streets, and DeIDOT should own those streets. Decisions on how interconnections will occur need to be made during the development approval process. Then, people buying a home will know whether it is on a through street.

Andrew noted that the issue is complicated and will take some time to work through. This is recommendation of the Working Group, and the purpose of the Working Group in Phase 2 is to provide DeIDOT and the County with feedback on implications of the recommendations and what things need to be considered while they are being implemented.

Gail Van Gilder asked about connections between commercial shopping centers. Andrew responded that is already a recommendation (C-12) although it was not prioritized by the Working Group.

Jeff summarized the process moving forward. DeIDOT & Sussex Co will start to act and provide regular updates to the Working Group. The Working Group will meet two to three times in 2019. There will be an annual report and an annual public workshop to report on what has happened during the year. In addition, as individual projects move forward, the DeIDOT team will make everyone aware of what's happening, There will be opportunities to attend public workshops for individual projects.

Public comments

- Theresa Baldwin of Villages at Five Points is worried that DeIDOT's Minos Conaway and Old Orchard projects will route traffic from Route 1 to Route 9 through the Villages at Five Points. She is concerned about the safety of pedestrians crossing Old Orchard Road and bicyclists using the trail. She



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urged alternative improvements that would avoid routing traffic through the Villages at Five Points.

- George Dellinger of Old Mill Road said the process seems to rely on data and statistics, which are important but abstract and impersonal. He asked the DeIDOT team become empathetic, to visit the area in person and see what residents are dealing with on high-speed SR 1. Speeds on Route 1 are 50 - 70 mph going south to north and 60 - 70 mpg going north to south. Any increase in development and volumes feeding the T intersections on Route 1 is lethal. You need to fix the major intersections before you allow more traffic. If you fix SR 1 and Route 16 first, you cut loose the volume that will come all the way down from Wilmington. Get in your cars and experience it. Anything else won't give you the feeling of terror that you need to experience.
- Phyllis Stone asked about Old Landing Road and Warrington Road, which was on a presentation slide but not mentioned. 200 homes are planned. Jeff Riegner confirmed it is a priority recommendation (C-3). It is a study to determine the appropriate improvement.
- Robert Fulks is a volunteer firefighter. He asked whether another road connecting Route 24 and Old Landing Road is being considered, for example at Knoll Road, because they would like another access to get to Old Landing Road in an emergency. Also, the fire company needs an emergency access from Holland Glade Road to Route 1 so they don't need to go through the shopping center to exit or go down to the CVS, U turn and come back to enter Holland Glade Road.
- Joe Lawler asked whether the study has considered all the approved development. He doesn't see the relationship between what the study is talking about and what development is being approved.
- Bill Weller of Minos Conaway Road said that reporting progress two or three times per year is not sufficient. Meetings should be at least quarterly.
- Martin Peltz of Harts Landing listed new residential developments. He said there are only two east-west roads, Route 9 and Route 24. Route 24 is backed up and you can't get out of your development all weekend. He asked how traffic from all permits given out by P&Z is being addressed. You're talking about east-west roads that aren't built yet.

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- Kathleen Baker of Sterling Crossing agreed with previous comments on the need for the process to be publicly available more frequently and the need for the DeIDOT team to have empathy and recognize impacts on people's lives. She thanked the Working Group and elected officials for their service. She wants to participate in the east-west road grid process as soon as possible.
- John Zawislak of Lewes Crossing on Beaver Dam Road is concerned with all the development and said the TID needs to get started. Developers get their way and don't pay their fair share, so costs are getting pushed to the taxpayers.

Andrew adjourned the meeting at 7:45 pm.

Public sign-in list

Allmaras, Jan
Ander, Marge
Aune, Steve
Baker, Kathleen
Baldwin, Ed
Baldwin, Theresa
Bartram, John
Carey, Paul
Casey, Mike
Christensen, Bob
Cialini, Rosemarie
Daneri, Charles
Dellinger, George
Donofrio, Bettina
Donofrio, Peter
Donohoe, Joe
Fischer, Margaret
Flood, Don
Fox, Jean
Freeman, Tony
Fulks, Robert P.
Futcher, June Rose
Hain, Suzanne
Hanson, Mark
Hoechner, Joe

Hudale, Shirley
LaBella, James
LaBella, Karla
Lawler, Joe
Maiellano, Rocco
Martin Peltz
Murray, Joy
Parisi, Jim
Parisi, Marian
Peiffer, Jim
Peltz, Sol
Polanka, Jane
Quinn, Ann
Quinn, Joan
Roth, Mary
Roth, Nick
Schmitz, Kat
Schreck
Smith, Hank
Stone, Bob
Stone, Phyllis
Tom Bolick
Trainor, Nancy
Walpole, Jim
Walton, Larry

Walton, Toni
Waxman, Scott
Weller, Bill
West, Tom
Williams, Emily
Zawislak, JR



List of upcoming meetings

Phase 2 Working Group

Meeting #2

July 29, 2019, 6:00 pm
Cape Henlopen High School
1250 Kings Highway
Lewes, DE 19958

Meeting #3

October 28, 2019, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

Meeting #4

January 27, 2020, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

Meeting dates, times, locations, and agendas are subject to change.

See the Delaware Public Meeting Calendar
at publicmeetings.delaware.gov
for official meeting notices.



Public Comments

Received Since the Last Working Group Meeting

July 29, 2019

Comment 1

Received your E Mail, Thank you, 5 points, 5points, 5points, when is DEL DOT, going to worry about the local people and give us more time when we have to make a left turn or get across the Hiway at the ever so fast traffic lites ??? I gave Rep. Smyk a drawing that would make life a little easier when the crunch starts. If interested, check and see if he still has it and you think that it is as important as 5points??



**FIVE POINTS TRANSPORTATION STUDY
IMPLEMENTATION PLAN STATUS REPORT**

Updated July 2019 (red text indicates changes since previous update)

\$ < \$200K * <3 years ◇ Low
 \$\$ \$200K - \$2M ** 3-10 years ◇◇ Medium
 \$\$\$ \$2M - \$20M *** >10 years ◇◇◇ High
 \$\$\$\$ \$20M - \$200M
 \$\$\$\$\$ > \$200M

Category	ID	Priority	Old idea no.	Working Group recommendation	Assumed lead agency	Other responsible parties (if any)	Study cost	Study timeframe	Imp. cost	Imp. timeframe	Imp. impacts	Status	Remarks
A	1	N/A	25	Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area	DeIDOT - Traffic		\$	*	N/A	N/A	N/A	IN PROGRESS	Studies are being conducted to develop a plan for unsignalized crossovers. This is an ongoing effort
A	2	N/A	42	Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Tulip Drive connection is now part of the Minos Conaway project.
A	3	N/A	53	Study the feasibility of increasing the proposed Route 24 bypass of Millsboro from one lane in each direction to two lanes in each direction	DeIDOT - PD South		\$\$	**	\$\$\$\$	**	◇◇◇	COMPLETE	This effort was completed as part of the US 113 Millsboro-South Area Supplemental DEIS. A two-lane bypass was found to be adequate for future demand.
A	4	N/A	54	Study options for signage to direct appropriate traffic, i.e. local, boat, U of D and walking/biking areas, under the Nassau Bridge	DeIDOT - PD South		\$	*	TBD	TBD	TBD	IN PROGRESS	This will be addressed as part of the Minos Conaway project. Documentation of signing will be available when semi-final plans are completed and the public will have the opportunity to comment.
A	5	N/A	55	Evaluate one-way service roads as part of the Minos Conaway Road grade separation project	DeIDOT - PD South		\$	*	\$\$	**	◇◇	COMPLETE	Service roads are now part of the project. Please see the project page for additional information.
A	6	N/A	82	Study the feasibility of extending the eastbound widening of Route 24 to Love Creek	DeIDOT - PD South		\$	*	\$\$\$	**	◇◇◇	COMPLETE	The current project, design of which is nearing completion, extends the four-lane section on SR 24 to a point west of Beacon Middle School. Widening to three lanes (one through lane in each direction plus a center left-turn lane) will extend to the Love Creek bridge. The Henlopen TID study anticipates that widening of the bridge will be needed by 2040.
A	7	N/A	83	Study the feasibility of widening or adding through lanes on Plantation Road from Route 24 to Cedar Grove Road and Postal Lane	DeIDOT - PD South/Planning		\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	The Henlopen TID effort is studying widening of Plantation Road and an extension of Mulberry Knoll Road. See recommendations E-2 and E-3.
B	1	Y	34	Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's comprehensive plan and currently required for commercial properties. Implementation for residential developments will be considered.
B	2	Y	86	Consider modifications to land development requirements and/or the Development Coordination Manual that require additional buffers/setbacks for all new developments for future road expansion	Sussex County	DeIDOT	\$	*	N/A	N/A	N/A	Priority recommendation for 2019	Addressed in the County's 2018 comprehensive plan update; more work is needed.
B	3	Y	4	Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.	DeIDOT - Traffic	Private partner(s) such as Waze	\$	*	\$\$	*	◇	COMPLETE	An additional sign was installed on southbound SR 1 south of Thompsonville Road to identify municipal destinations and distances. Anticipated effectiveness of guide signs is decreasing as more and more people rely on GPS/route guidance systems.

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B	4	Y	91	Improve advance acquisition process to allow DeIDOT to more quickly acquire land needed for transportation improvements and acquire available land within the Five Points Study Area (e.g., Creative Concepts)	General Assembly	DeIDOT	\$	**	N/A	N/A	N/A	COMPLETE	New advance acquisition regulations were approved in 2018. Now proactive purchases will be feasible.
B	5	Y	50	Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road	DeIDOT - Planning	DeIDOT - Real Estate and PD South; property owners	\$	*	\$\$	**	◇	IN PROGRESS	DeIDOT is reviewing potential options. Coordinate with B-1 and C-12.
B	6	Y	14	Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan	Sussex County		\$	*	N/A	N/A	N/A	Longer term	
B	7	Y	89	Continue TID studies both east and west of Route 1	DeIDOT - Planning	Sussex County, City of Lewes	\$\$	*	TBD	TBD	TBD	IN PROGRESS	The Henlopen TID study (west of Route 1) future year traffic analysis and identification of improvements is finishing up and expected to be reviewed with County staff this fall. That study conducted traffic analysis related to Recommendations A-6, A-7, C-1, C-3, C-7, C-19, E-2, and E-3. Discussions regarding the Lewes TID on the east side of Route 1 are pending completion of the New Road Master Plan.
B	8	Y	62	Study the feasibility of a parking management system to alert travelers when parking lots at major destinations are full	DeIDOT - Planning	DeIDOT Traffic, property owners, businesses, DNREC, private partner(s)	\$\$	*	\$\$\$	**	◇	Longer-term	
B	9	N	69	Study enhancing New Road per Byway Master Plan	Delaware Greenways; DeIDOT - Planning	City of Lewes	N/A	N/A	\$\$\$	**	◇◇◇	IN PROGRESS	A Master Plan study is underway. See https://delawaregreenways.org/new-road-master-plan/ .
B	10	N	94	Endorse "don't block the box" legislation with camera enforcement	General Assembly	Delaware State Police, DeIDOT	\$	**	\$\$	*	◇	Longer-term	
B	11	N	87	Ensure cost savings from transportation projects within the study area are re-invested in projects within the study area	General Assembly		\$	*	N/A	N/A	N/A	Longer-term	
B	12	N	15	Study relaxed height limits as part of the comprehensive plan to increase density	Sussex County		\$	*	N/A	N/A	N/A	Longer-term	
B	13	N	95	Study alternatives to both meter and slow southbound traffic approaching Five Points	DeIDOT		\$	*	TBD	TBD	TBD	IN PROGRESS	DeIDOT has implemented speed reduction pavement markings along SR 1 southbound approaching the Nassau Bridge. Performance of pavement markings will be evaluated; if additional measures are needed, they will be considered. Coordinate with A-1.
B	14	N	36	Identify locations where trees can safely be planted within the right of way	DeIDOT		\$	*	\$\$	**	◇	Longer-term	
B	15	N	17	Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements	DeIDOT	Sussex County	\$	*	\$\$\$	***	◇◇	Longer-term	

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B	16	N	16	Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations	DeIDOT		\$	*	N/A	N/A	N/A	Longer-term	
B	17	N	56	Evaluate the use of land made available by narrowing lanes for landscape and multi-modal trails or parks	DeIDOT		\$	*	\$\$	**	◇	Longer-term	
B	18	N	26	Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County	Sussex County	DeIDOT, City of Lewes, Byway Committee	\$	*	\$\$	**	◇	Longer-term	
B	19	N	75	Study the feasibility of mounting clear, consistent, day/night address/block numbering signage along Route 1	DeIDOT	Sussex County Tourism	\$	*	\$\$	*	◇	Longer-term	
B	20	N	80	Consider whether CTP funding should be allocated based on population growth	DeIDOT	Council on Transportation	\$	**	N/A	N/A	N/A	Longer-term	
B	21	N	7	Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility	DeIDOT	Emergency service providers	\$	*	\$\$	*	◇	IN PROGRESS	DeIDOT is studying the frequency of emergency vehicle pre-emption, and is working on improved hardware that could reduce the disruption of pre-emption.
B	22	N	2	Require bike parking as a condition of certain new developments	Sussex County		\$	*	N/A	N/A	N/A	IN PROGRESS	Discussions with developers occur as plans are submitted. Bike parking recommendations are made for some site plans.
B	23	N	35	Use an app to warn people of congestion on Route 1 and recommend alternative routes	DeIDOT		\$	*	N/A	N/A	N/A	COMPLETE	DeIDOT app is in place and continually being updated.
B	24	N	49	Improve tourism-oriented destination signage along Route 1	Sussex County Tourism	DeIDOT	\$	*	\$	*	◇	Longer-term	
B	25	N	28	Identify the costs and benefits of dedicating Nassau Commons Boulevard to public use	DeIDOT	Sussex County, property owner	\$	*	\$\$	**	◇◇	Longer-term	
B	26	N	21	Bring in nationally recognized planners and engineers to provide new, creative ideas that draw from examples in other parts of the country	DeIDOT	Sussex County	\$	*	N/A	N/A	N/A	Longer-term	
B	27	N	9	Develop a better process for constituents to request transportation improvements	DeIDOT	General Assembly, Sussex County, Council on Transportation	\$	*	N/A	N/A	N/A	Longer-term	
C	1	Y	20	Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◇◇◇	IN PROGRESS	Being considered by Henlopen TID study, with limits from Ward Avenue to just west of Old Vine Boulevard. DeIDOT will initiate a planning study for this effort. A project is proposed in the FY 21 - 26 CTP.
C	2	Y	72	Conduct a study at Route 9 and Minos Conaway Road to determine if a traffic signal is warranted and install a signal if warranted	DeIDOT - Traffic		\$	*	\$\$	*	◇	COMPLETE	Study is complete, recommending installation of a southbound right-turn lane on Minos Conaway Road and keeping stop sign control. A project is proposed in the FY 21 - 26 CTP.
C	3	Y	64	Initiate a capital project to improve the intersection of Old Landing and Warrington Road (developer funding and concept are available)	DeIDOT - PD South		N/A	N/A	\$\$\$	**	◇◇	IN PROGRESS	A project is proposed in the FY 21 - 26 CTP.

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C	4	Y	11	Improve the Canary Creek bridge on New Road to reduce flooding	DeIDOT - Bridge		N/A	N/A	\$\$\$	**	◊◊◊	IN PROGRESS	A project has been initiated under DeIDOT's Bridges/State of Good Repair budget. It cannot be constructed until after the Old Orchard Road/Savannah Road intersection project is complete.
C	5	Y	92	Improve the intersection of Cave Neck Road, Sweet Briar Road, and Hudson Road	DeIDOT - PD South (in CTP)		\$	*	\$\$\$	**	◊◊	IN PROGRESS	Short-term modifications were recently completed and are being monitored in December 2018 and June 2019. Further improvements are proposed for the later years of the Capital Transportation Program.
C	6	Y	102	Study the feasibility of lengthening left- and right-turn lanes throughout the study area	DeIDOT - Traffic		\$	*	\$\$\$\$	***	◊◊◊	Longer-term	It would be helpful to understand critical locations, some of which could be addressed in the short term.
C	7	Y	104	Study the feasibility of improving Minos Conaway Road with appropriate lane widths, shoulder widths, turn lanes, curvature, etc.	DeIDOT - Planning/Traffic		\$	*	\$\$\$	***	◊◊◊	IN PROGRESS	A curve compliance study completed in February 2019 and signage improvements were implemented in March 2019. A preliminary concept is being considered as part of the Henlopen TID study.
C	8	Y	103	Study the feasibility of restriping two-lane sections of Savannah Road with a two-way left-turn lane	DeIDOT - Traffic		\$	*	\$\$	**	◊	IN PROGRESS	To be coordinated with recommendation D-5. Traffic is still working on the feasibility study. Goal is to wrap effort up this summer.
C	9	Y*	73	Evaluate potential short-term safety and operational improvements at Route 9, Plantation Road, and Beaver Dam Road while longer-term improvements are under development	DeIDOT Traffic/PD South		\$	*	\$	*	◊	IN PROGRESS	Evaluating extension of the second westbound Route 9 through lane west of the Plantation Road connector. Potential direct access to Lowe's from Route 1 may reduce traffic at this location.
C	10	Y*	32	Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies	DeIDOT - Traffic		\$	*	\$	*	◊	IN PROGRESS	This is a core function of DeIDOT Traffic, and is done on an ongoing basis. Pre-emption improvements are in progress; see recommendation B-21.
C	11	N	68	Develop concepts and estimates for bringing roads in the study area to DeIDOT standard, including shoulders	DeIDOT		\$\$	**	\$\$\$\$\$	***	◊◊◊	Longer-term	Sussex County recently introduced an ordinance to upgrade standards for new roads as they are built.
C	12	N	98	Study access management opportunities along Route 1 in the study area, including potential connections between businesses	DeIDOT	Sussex County	\$	*	\$\$\$	**	◊◊◊	Longer-term	Consideration of direct access to Lowe's from Route 1 may be considered in the short term.
C	13	N	22	Study the feasibility of eliminating unsignalized crossovers on Route 1	DeIDOT		\$	*	\$\$	**	◊	Longer-term	
C	14	N	51	Study the feasibility of installing a "YOUR SPEED" display on southbound Route 1 at Nassau Road	General Assembly	DeIDOT	\$	*	\$	*	◊	Longer-term	
C	15	N	38	Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road	DeIDOT		\$	*	\$\$	*	◊	Longer-term	
C	16	N	84	Study the feasibility of providing driveway access from Beacon Middle School and Love Creek Elementary School onto Mulberry Knoll Road	DeIDOT	Sussex County, Cape Henlopen School District	\$	*	\$\$\$	**	◊◊	Longer-term	
C	17	N	27	Conduct capacity analyses at study area intersections to identify the need for turn lanes	DeIDOT		\$\$	*	\$\$\$\$	**	◊◊	Longer-term	

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C	18	N	60	Improve lane markings and signs at identified intersections: Five Points, Dartmouth Drive/Kings Highway, Plantation Road/Beaver Dam Road	DeIDOT		\$	*	\$	*	◇	Longer-term	Immediate maintenance concerns are being addressed now.
C	19	N	78	Study the feasibility of an all-way STOP at Beaver Dam Road and Kendale Road	DeIDOT		\$	*	\$	*	◇	IN PROGRESS	Being considered by Henlopen TID study.
C	20	N	48	Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets	DeIDOT - Development Coordination		\$	*	\$\$	*	◇	IN PROGRESS	DeIDOT is studying how this could be implemented in conjunction with development activity.
D	1	Y	79	Study the feasibility of a hop-on, hop-off van or jitney service loop for Lewes similar to free service in Cape May (Five Points, hospital, Lloyds Grocery Store, downtown Lewes, Library, Lewes Beach, Ferry, State Park, etc.)	DTC	City of Lewes, DRBA	\$	*	\$\$	*	◇	Priority recommendation for 2019	
D	2	Y	5	Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails	Sussex County (as part of comprehensive plan)	DeIDOT - Planning	\$\$	*	\$\$\$	***	◇◇	Longer-term	A new Mobility Committee is proposed under the comprehensive plan. This committee and/or the Working Group could play a role in this effort.
D	3	Y	96	Develop design guidance to separate pedestrians and bicyclists from highway traffic using aesthetic treatments	DeIDOT	Sussex County	\$	*	TBD	TBD	TBD	Longer-term	
D	4	Y	90	Develop concepts and estimates for filling all sidewalk gaps along New Road and Old Orchard Road	DeIDOT - Planning		\$	*	\$\$\$	**	◇◇◇	IN PROGRESS	Portions will be built by current CTP projects on Old Orchard Road and SR 1/Minos Conaway Road, as well as by developer projects. The New Road Master Plan will identify remaining gaps on New Road.
D	5	Y	71	Develop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points	DeIDOT - Planning		\$	*	\$\$\$	**	◇◇◇	Priority recommendation for 2019	Portions will be built by current CTP projects on Old Orchard Road and on Savannah Road (between the Georgetown-Lewes Trail and Quaker Road). To be coordinated with C-8.
D	6	Y*	52	Study the feasibility of pedestrian bridges over Route 1 at specific locations	DeIDOT		\$	*	\$\$\$	***	◇◇	Longer-term	
D	7	N	59	Study the feasibility of transit service to tie the Milton/Red Mill Pond/Minos Conaway Road area into the transit network	DTC		\$	*	\$\$	*	◇	Priority recommendation for 2019	
D	8	N	81	Study the feasibility of a park and ride lot on Route 24 at the edge of the study area	DTC	DeIDOT	\$	*	\$\$\$	**	◇◇◇	Longer-term	
D	9	N	23	Identify potential connections to and from the Lewes Transit Center	DeIDOT		\$	*	\$\$	**	◇	Longer-term	
D	10	N	6	Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations	DeIDOT		\$	*	\$\$\$	**	◇	Longer-term	
D	11	N	67	Study the feasibility of providing shelters at bus stops - Context Sensitive i.e. cottage beach style shelters	DTC		\$	*	\$\$	*	◇	Longer-term	
D	12	N	41	Identify publicly- and privately-owned land in the study area that may be used for trails	DeIDOT		\$	*	\$\$\$\$	***	◇◇	Longer-term	
D	13	N	1	Identify locations in the study area where bike parking can be provided	DeIDOT		\$	*	\$	*	◇	Longer-term	

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D 14	N	43	Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1	DeIDOT - Traffic		\$	*	\$	*	◊	IN PROGRESS	Bike box design is complete, but the bike box concept will be introduced at a less complex location first. In the meantime, bicyclists may cross SR 1 with pedestrian signals. Additional safety measures may be considered as part of the CTP project on Kings Highway.
D 15	N	47	Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway	DeIDOT		\$	*	\$\$	**	◊	IN PROGRESS	Signs were installed in May 2018. Additional pedestrian facilities may be included with the Kings Highway CTP project as proposed by the Kings Highway/Gills Neck Road Byway Master Plan.
E 1	Y	66	Study the feasibility of a grade separation at Five Points	DeIDOT - Planning		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	This effort will depend on the results of studies under A-7, E-2, and E-3. Additionally, the shorter term improvements and CTP projects will impact the scope of the study as well.
E 2	Y	70	Evaluate the potential transportation benefits, costs, and impacts of a new road parallel to Plantation Road connecting Mulberry Knoll Road to Route 9; require any new development in this area to build this road to state specifications one parcel at a time	DeIDOT - Planning	Sussex County	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is being considered as part of the Henlopen TID study. DeIDOT will initiate a planning study for this effort. Coordinate with A-7 and E-3.
E 3	Y	8	Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road	DeIDOT - Planning	Sussex County, property owners and developers	\$\$	**	\$\$\$\$	***	◊◊◊	IN PROGRESS	Idea is being considered as part of the Henlopen TID study. Coordinate with A-7 and E-3.
E 4	N	29	Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E 5	N	44	Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads	DeIDOT - Planning, PD South		\$\$	*	TBD	TBD	TBD	Longer-term	
E 6	N	57	Study the feasibility, benefits, costs, and impacts of potential service roads along Route 1, including whether narrowing the median would facilitate provision of service roads	DeIDOT		\$\$	**	\$\$\$\$	***	◊◊◊	Longer-term	
E 7	N	77	Evaluate the potential transportation benefits, costs, and impacts of a new through road connecting Postal Lane with the intersection of Old Landing Road/Airport Road	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E 8	N	85	Evaluate the potential transportation benefits, costs, and impacts of a new road to connect Route 24 near Beacon Middle School with Old Landing Road near Arnell Creek	DeIDOT		\$\$	**	\$\$\$	***	◊◊◊	Longer-term	
E 9	N	30	Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study	DeIDOT		\$\$	*	\$\$\$\$	***	◊◊◊	Longer-term	